

**THE UNITED ASBESTOS
ORIENTAL AGENCY.**
Sole Agents for the
**UNITED ASBESTOS COM-
PANY, LTD. LONDON.**
DODWELL & Co., LIMITED.
General Agents.

NEW SERIES No. 1125. 日一廿月二十年四十二緒光 WEDNESDAY, FEBRUARY 1, 1899. 三拜禮 號一月二英港香 THIRTY DOLLARS PER ANNUM

Intimations.

HONGKONG ICE COMPANY.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the **OFFICES** of the Company, Pedder Street, at **NOON**, on **WEDNESDAY**, the 8th of February, to receive a Statement of the Company's Accounts to the 31st December, 1898, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th instant to the 8th February, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers

Hongkong, 23rd January, 1899. [1102]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S Office, No. 10, Broad Street, New York, on **WEDNESDAY, the 15th day of May, 1906, at 11 o'clock A. M.**

OFFICE, No. 9, Praya Central, Victoria, on
FRIDAY, the 17th February, at NOON for the
purpose receiving a Statement of Accounts
and the Report of the General Managers for

The TRANSFER BOOK of the Company

will be CLOSED from the 1st to 17th February,
1899, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 17th January, 1899. [88a
HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the **ORDINARY HALF-YEARLY MEETING** of the **SHAREHOLDERS** in this Corporation will be held at the **CITY HALL**, Hongkong, on

SATURDAY, the 18th day of February next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Account to and from the

By Order of the Court of Directors,
T. JACKSON,
Clerk.

Hongkong, 24th January, 1899. [121a--

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION**

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY.

the 4th to the 18th day of February next, (both Days inclusive) during which Period NO TRANSFER of Shares can be Registered.
By Order of the Court of Directors.

T. JACKSON,
Chief Manager.
Hongkong, 24th January, 1899. [122a

HONGKONG FIRE INSURANCE CO.,
LIMITED.
NOTICE TO SHAREHOLDERS.

held at the OFFICES of the Company,
Pedder's Street, on WEDNESDAY, the 1st
day of March, 1899, at 12 o'clock (NOON), to
receive a Statement of Accounts to 31st

December, 1898, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company,

will be CLOSED from the 15th February to the 1st March, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th January, 1899. [146a]
HONGKONG, CANTON AND MACAO.
STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.
THE DIVIDEND, at the **RATE** of 8 per Cent or \$1.20 per SHARE, Declared at **ORDINARY HALF-YEARLY MEET.**

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 1st day of January, 1908.

Shareholders are requested to apply to the
OFFICE of the Company for WARRANTS.
By Order of the Board of Directors.

Hongkong, 30th January, 1899. [145a]

Insurances.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above
 Company are prepared to accept First
 Class FOREIGN and CHINESE RISKS at

SIEMSEN & Co.
Hongkong, 28th May, 1895. [18.]

NOTICE.
THE MAN O'N INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,

&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [30]

THE NORWICH UNION FIRE INSUR-
ANCE SOCIETY.
FOUNDED 1797.

AMOUNT INSURED	£ 330,000,000
LOSSES PAID.....	£ 12,950,000
PREMIUM INCOME	£ 887,000

THE Undersigned Agents for the above
Society are prepared to accept RISKS
against Fire at CURRENT RATES.
DAVID SASSOON, SONS & Co.

Hongkong, 6th January, 1899. [24a]

Notice of Firm.

NOTICE.
THE INTEREST and RESPONSIBILITY OF CHARLES H. HOLIDAY

Mr. ALEXANDER ROSS is admitted a partner from 1st January, 1899.

HONGKONG, 28th January, 1899. [1321]

Today's
Advertisements.THEATRE ROYAL,
CITY HALL.THE HONGKONG AMATEUR
DRAMATIC CLUB.Will give Two more Performances
of thePANTOMIME
"THE YELLOW DWARF,"TO-NIGHT
(WEDNESDAY, the 1st February, 1899,
at 8.30 P.M.)(Under the Distinguished Patronage of Their
ExcellenciesSIR HENRY BLAKE, G.C.M.G.,
(LADY BLAKE);SATURDAY, the 4th February, 1899,
at 8.30 P.M.Dress Circle \$3
Stalls 2
Pit 1Half Price to Soldiers, Sailors and Police
in uniform to the Pit.The Ticket Office is now OPEN and
will continue Open Each Day from 10 A.M. to
4 P.M.

Late Trains to the Peak.

H. C. NICOLLE,
Acting Manager.

Hongkong, 1st February, 1899. [18a]

BAR BY THOMAS GRILL ROOMS.

BIJOU THEATRE.

RECLAMATION GROUND, WEST POINT.

Another

Packed and Over-crowded House

LAST NIGHT

TESTIFIED TO THE

INSTANT SUCCESS

AND

IMMENSE POPULARITY

OF

D'ARCS' WORLD-FAMED

MARIONETTES.

TO-NIGHT

THE

SAME UNRIVALLED PROGRAMME.

PRICES.

Boxes to hold Six \$15.00

Reserved Seats 2.00

Unreserved Seats 1.00

Pit 50

Gallery (for Chinese only) 30

Children under 12, and Military, Naval, and
Police in Uniform half price to all parts

except Boxes and Gallery.

PLAN at ROBINSON PIANO CO.

Hongkong, 1st February, 1899. [18a]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in the
OFFICES of the Company, No. 13, Praya
Central, on MONDAY, the 27th February,
1899, at 12 o'clock Noon for the Purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1898.THE TRANSFER BOOKS of the Company
will be CLOSED from the 13th to 27th
February, both days inclusive.By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 1st February, 1899. [153a]

POST OFFICE NOTIFICATION.

THE PUBLIC is hereby informed that
until further notice the RATE OF
POSTAGE on correspondence to the CAPE
COLONY is 10 cents per 100.A. M. THOMSON,
Postmaster General.General Post Office,
Hongkong, 1st February, 1899. [153a]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched
as above on MONDAY, the 6th instant, at
3 P.M.This Steamer has Superior Accommodation
for First Class Passengers.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 1st February, 1899. [143a]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above
on TUESDAY, the 7th instant, at 4 P.M.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.For Freight or Passage, apply to
J.B.B. LIVINGSTON & Co.,
Agents.

Hongkong, 1st February, 1899. [152a]

Today's
Advertisement.ZETLAND LODGE,
No. 525, E.C.A REGULAR MEETING of the above
LODGE will be held in the FREEMAS-
SONS' HALL, Zetland Street, THIS EVENING,
the 1st February, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 1st February, 1899. [152a]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

PORTS
(For Invalids and General Use.)B.—VINTAGE, superior quality,
Red Capsule \$14.40C.—FINE OLD VINTAGE, su-
perior quality, Black
Seal Capsule 10.20D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottled) 20.40Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too favourably
known to need comment.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
Agents.A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 1, 1899.

NOTES AND COMMENTS.

We understand that it has now been de-
finitely decided not to attempt to dock the
battleship *Victorious* here. The Hongkong
and Whampoa Dock Company certainly
cannot be blamed for refusing to accept the
responsibility of docking her, for, with only a
very few inches to spare on either side of the
ship at the dock entrance and a considera-
ble tide running past, it is patent that any
attempt to get this great fighting machine
into the dock would be attended with grave
risks and in the interests of the shareholders
it would hardly be wise to incur them. The
Naval Authorities are in much the same
predicament too. They are in a measure
responsible to the nation for the safety of the
Victorious, and, when one takes into
consideration the fact that the ship cost no
less than £668,313, or nearly a million
sterling, to construct, it is no to be greatly
wondered at that the local managers of JOHN
BULL & Co. do not care to risk the money of
their shareholders if it can possibly be
avoided.There has been some talk, we believe, of
sending the *Victorious* to one of the Japanese
ports to be docked, but, unfortunately,
the same drawbacks exist there as
here—and it is stated that there
is no dock this side of Malta with a
sufficiently wide entrance to take the ship
in. It is absolutely necessary that she
should be docked and that soon. The days
of the old three deckers, when a ship could
run her whole commission without docking,
are passed and gone, for the underwater
fittings of the modern battleship are com-
plicated in the extreme and can only be
kept in efficient working order by periodical
overhauls which make docking every six
months or so a necessity. The *Victorious*
has not been docked since she arrived upon
the station although she went ashore near
Port Said on the voyage out.This being the case it appears that we
must make up our minds to lose the services
of this fine fighting machine almost im-
mediately, for, if left on the station with no
docking facilities whatsoever, a very few
months will see her rendered unfit for service
and merely an incumbrance to the fleet.
Could she remain out here then we should
have the satisfaction of knowing that with
three battleships we held a predominant
position in Far Eastern waters. However,
it is no use bewailing the loss of the ship if
it is impossible to retain her under existing
conditions. It now behoves the local branchof the Navy League and other public bodies
in Hongkong and the treaty ports to com-
bine and place before the Naval Authorities
at home the absolute necessity for the China
squadron being kept up to full fighting
strength, which cannot be done without bat-
tleships. We must have another vessel of
the *Centurion* class sent out to take place of
the *Victorious*. True, the *Superb* is to come
out here but she is obsolete, can only steam
fifteen knots, has muzzle-loading guns, and
is only fit for a guardship.If our squadron here is to be kept on a
fighting basis we must have new and
powerful ships and the newer battleships are
all of very broad beam, there being no less
than fifteen of the newer ships besides the
Victorious with a beam of seventy-five feet.
This means that if we wish to see any of
this class of ship on the station in the future
our docks must be enlarged and, as in all
probability the extreme limit of beam for
battleships has by no means been reached
as yet, it will be just as well to see that when
our docks are enlarged a good margin is
allowed for the increased beam of coming
battleships. A battleship without a dock is
almost as useless as a gun without ammu-
nition and we therefore recommend the matter
to the attention of the Navy League. They
have accomplished much in the past and we
hope to see them triumph once again in the
present instance.THE Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—
Thanks offering for Patient..... \$5This morning the cook and the assistant in the
shop at 47, Wellington Street, were quarrelling
when the cook lifted up a chopper and struck
his fellow-servant with it, seriously injuring
him. He was brought before Captain Hastings
this morning and remanded, complainant being
in hospital.At the Magistracy this morning a Chinaman
was sentenced to four months' imprisonment
with hard labour for stealing \$300, the prop-
erty of a fellow passenger on the *Cheong
Hock Kian*, which arrived in the harbour yester-
day from Singapore. He said the owner of the
money gave it to him to keep for him.TIME. Half-hour before close of European Mail
Scene. In front of Stump pigeon hole, Phlegmatic
Chinaman retailing stamps, for him, at a most
break-neck speed.irate and indignant Hong-
kong Citizen to the Chinaman—"You would do
well for an undertaker."—A Marine who had been
patiently (or impatiently) waiting for nearly 2
hours—"No he wouldn't; guvner, the body would
be insatiable before he could get to the Happy
Valley."LAST evening at about 5.45 a collision occurred
near the Ice House Street wharf. The steam
launch *America* was coming alongside the
wharf when the steam launch *Langkat* backed
out from her berth and striking the former
amidships on the port side carried away her
bulwarks and snapped the awning stanchions
off short from abreast of the wheel right up to
the quarter. The *Langkat* apparently received
no damage.*Le Courier d'Haiphong* asks if its readers
know that the number of officials in the French
Colonies far exceeds the number employed in
the British Colonies. In Cochinchina and
Cambodia there are 1,500 officials and 272
colonists. In Tonkin and Annam, with
eighteen million inhabitants, there are 1,926
officials and 447 colonists, whereas in Burma
with about eleven million inhabitants there are
only 650 officials!It has transpired that before peace had been
concluded between Spain and the United
States, Great Britain suppressed a Filipino
filibustering expedition which was being
organized at Hongkong. America, it is stated,
suspects that Germany rendered assistance to
the promoters of the expedition, and interprets
Britain's action as a recognition of the United
States' sovereignty in the Philippines. Admiral
Dewey's squadron at Manila has been rein-
forced by additional American warships.AN Edict issued on the 24th ulto. refers to a
memorial presented some time ago by Li Hung-
chang and Chang Yin-mai, in which they stated
that they had succeeded in collecting a large
sum of money from Chinese merchants residing
in foreign countries for the relief of the famine
Shantung two years ago, the memorialists
concluding by asking for the bestowal of rewards
upon the donors. Li Chang-yung and Li Tai
Ching had also informed the Tsung-li Yamen
that they had raised Tls. 200,000 from the
Chinese in the various Treaty Ports and a like
sum from merchants in foreign countries for
the same object. The edict says that the
Emperor will bestow titles (honorifics) upon the
charitable contributors, but the same time he
orders Li Chang-yung to refrain for the future
from raising famine funds for China as they are
becoming too great a tax upon the charity of
foreign and Chinese merchants alike.A NATIVE dispatch from Amoy reports that
recently a Japanese travelling in a junk with
a cargo of cloths, etc., whilst at Tungshan, met
with pirates who took the vessel and cargo but
released him. On returning to Amoy he at
once sought protection from his Consul who
addressed the matter to the Chinese command-
er of the port, the loss being 400 bundles of
cloth, 30 bundles of hemp and a wooden
box containing 120 odd dollars. A military
officer was then sent in a launch to Tungshan
where he found the junk and cargo with no
one in it, so it was towed back to Amoy and
handed over to the Japanese, when he found
that some of the cloths were missing and re-
quested the commander to recover them. Later
on the Tungshan military station sent about 30
bundles of cloth which were recovered from one
of the pirates who was trying to sell them. The
pirate, however, made his escape. It is alleged
that the Japanese Consul has pressed for a full
recovery of the lost property and the severe
punishment of all the pirates.—*Mercury*.THE *Kokumin* says:—Lord Charles Beresford
seems to have been working under a misunder-
standing, in common with not a few foreigners,
when he made a suggestion, in his speech at
the reception of the Oriental Association, with
regard to the treatment of prisoners. He said:
"I do not know exactly what your rules are in
Japan, but if you arrest a man and do not allow
him the advantage of counsel and do not allow
him to see his friends, then it seems to me you
are holding him guilty until he has proved him-
self innocent." Now, we shall refrain from
touching the question of principle whether a
man is guilty until proved innocent or whether
he is innocent until proved guilty; but we may
mention that in Japan criminal suspects are
allowed the advantage of counsel and are allowed
to see their friends during a arrest, the provision
being made in Article 85 of the Code of Crimi-
nal Procedure, promulgated in 1890. The only
restriction of the liberty of communication
imposed upon criminal suspects is that the
interviews and letters are subjected to official
supervision. It is only in exceptional cases
where secret confinement is deemed necessary
that the liberty of communication is greatly
restricted. But even a man subjected to secret
confinement is not absolutely denied the right
of communication; for his friends may see him
under the permission of the judge concerned.
Moreover, when the new treaties come into
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Scene. In front of Stump pigeon hole, Phlegmatic
Chinaman retailing stamps, for him, at a most
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know that the number of officials in the French
Colonies far exceeds the number employed in
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Cambodia there are 1,500 officials and 272
colonists. In Tonkin and Annam, with
eighteen million inhabitants, there are 1,926
officials and 447 colonists, whereas in Burma
with about eleven million inhabitants there are
only 650 officials!It has transpired that before peace had been
concluded between Spain and the United
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suspects that Germany rendered assistance to
the promoters of the expedition, and interprets
Britain's action as a recognition of the United
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that they had raised Tls. 200,000 from the
Chinese in the various Treaty Ports and a like
sum from merchants in foreign countries for
the same object. The edict says that the
Emperor will bestow titles (honorifics) upon the
charitable contributors, but the same time he
orders Li Chang-yung to refrain for the future
from raising famine funds for China as they are
becoming too great a tax upon the charity of
foreign and Chinese merchants alike.A NATIVE dispatch from Amoy reports that
recently a Japanese travelling in a junk with
a cargo of cloths, etc., whilst at Tungshan, met
with pirates who took the vessel and cargo but
released him. On returning to Amoy he at
once sought protection from his Consul who
addressed the matter to the Chinese command-
er of the port, the loss being 400 bundles of
cloth, 30 bundles of hemp and a wooden
box containing 120 odd dollars. A military
officer was then sent in a launch to Tungshan
where he found the junk and cargo with no
one in it, so it was towed back to Amoy and
handed over to the Japanese, when he found
that some of the cloths were missing and re-
quested the commander to recover them. Later
on the Tungshan military station sent about 30
bundles of cloth which were recovered from one
of the pirates who was trying to sell them. The
pirate, however, made his escape. It is alleged
that the Japanese Consul has pressed for a full
recovery of the lost property and the severe
punishment of all the pirates.—*Mercury*.THE *Kokumin* says:—Lord Charles Beresford
seems to have been working under a misunder-
standing, in common with not a few foreigners,
when he made a suggestion, in his speech at
the reception of the Oriental Association, with
regard to the treatment of prisoners. He said:
"I do not know exactly what your rules are in
Japan, but if you arrest a man and do not allow
him the advantage of counsel and do not allow
him to see his friends, then it seems to me you
are holding him guilty until he has proved him-
self innocent." Now, we shall refrain from
touching the question of principle whether a
man is guilty until proved innocent or whether
he is innocent until proved guilty; but we may
mention that in Japan criminal suspects are
allowed the advantage of counsel and are allowed
to see their friends during a arrest, the provision
being made in Article 85 of the Code of Crimi-
nal Procedure, promulgated in 1890. The only
restriction of the liberty of communication
imposed upon criminal suspects is that the
interviews and letters are subjected to official
supervision. It is only in exceptional cases
where secret confinement is deemed necessary
that the liberty of communication is greatly
restricted. But even a man subjected to secret
confinement is not absolutely denied the right
of communication; for his friends may see him
under the permission of the judge concerned.
Moreover, when the new treaties come into
operation, the system of secret confinement, in
all probability, will have been abolished.THE Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—
Thanks offering for Patient..... \$5This morning the cook and the assistant in the
shop at 47, Wellington Street, were quarrelling
when the cook lifted up a chopper and struck
his fellow-servant with it, seriously injuring
him. He was brought before Captain Hastings
this morning and remanded, complainant being
in hospital.At the Magistracy this morning a Chinaman
was sentenced to four months' imprisonment
with hard labour for stealing \$300, the prop-
erty of a fellow passenger on the *Cheong
Hock Kian*, which arrived in the harbour yester-
day from Singapore. He said the owner of the
money gave it to him to keep for him.TIME. Half-hour before close of European Mail
Scene. In front of Stump pigeon hole, Phlegmatic
Chinaman retailing stamps, for him, at a most
break-neck speed.irate and indignant Hong-
kong Citizen to the Chinaman—"You would do
well for an undertaker."—A Marine who had been
patiently (or impatiently) waiting for nearly 2
hours—"No he wouldn't; guvner, the body would
be insatiable before he could get to the Happy
Valley."LAST evening at about 5.45 a collision occurred
near the Ice House Street wharf. The steam
launch *America* was coming alongside the
wharf when the steam launch *Langkat* backed
out from her berth and striking the former
amidships on the port side carried away her
bulwarks and snapped the awning stanchions
off short from abreast of the wheel right up to
the quarter. The *Langkat* apparently received
no damage.*Le Courier d'Haiphong* asks if its readers
know that the number of officials in the French
Colonies far exceeds the number employed in
the British Colonies. In Cochinchina and
Cambodia there are 1,500 officials and 272
colonists. In Tonkin and Annam, with
eighteen million inhabitants, there are 1,926
officials and 447 colonists, whereas in Burma
with about eleven million inhabitants there are
only 650 officials!It has transpired that before peace had been
concluded between Spain and the United
States, Great Britain suppressed a Filipino
filibustering expedition which was being
organized at Hongkong. America, it is stated,
suspects that Germany rendered assistance to
the promoters of the expedition, and interprets
Britain's action as a recognition of the United
States' sovereignty in the Philippines. Admiral
Dewey's squadron at Manila has been rein-
forced by additional American warships.AN Edict issued on the 24th ulto. refers to a
memorial presented some time ago by Li Hung-
chang and Chang Yin-mai, in which they stated
that they had succeeded in collecting a large
sum of money from Chinese merchants residing
in foreign countries for the relief of the famine
Shantung two years ago, the memorialists
concluding by asking for the bestowal of rewards
upon the donors. Li Chang-yung and Li Tai
Ching had also informed the Tsung-li Yamen
that they had raised Tls. 200,000 from the
Chinese in the various Treaty Ports and a like
sum from merchants in foreign countries for
the same object. The edict says that the
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released him. On returning to Amoy he at
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addressed the matter to the Chinese command-
er of the port, the loss being 400 bundles of
cloth, 30 bundles of hemp and a wooden
box containing

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir J. W. Carrington, Kt., C.M.G., Chief Justice, and a special jury.)

February 1st.

A HOK v. E. R. BELLIOS.

In this case (adjourned from yesterday) A Hok, of 23, D'Aguiar Street, contractor, sought to recover from the Hon. E. R. Bellios the sum of \$11,200, being the balance of money due for work done and materials provided by the plaintiff on a building belonging to the defendant which is known as Beaconsfield, lately in the occupation of Messrs. Butterfield and Swire.

Mr. Pollock (Acting Attorney-General), instructed by Mr. H. L. Denys, appeared for the plaintiff, and Mr. Francis, Q. C. (instructed by Messrs. Wilkinson and Grist) for the defendant.

The following composed the special jury:—Messrs. R. Maaten (foreman), H. M. Mehta, J. S. Van Buren, Walter Poole, W. R. Loxley, W. Hutton Potts, and C. A. Tomes.

The cross-examination of Mr. Chatham, assistant Director of Public Works, by Mr. Francis was continued. Witness said it was in the forenoon when he and Mr. Bellios went through Beaconsfield on January 20th, 1898. As he arranged the top floor contained seven rooms. At the time of their visit two of these rooms were not finished and they did not look into them. The only reference to extra expenditure which he remembered was when Mr. Bellios remarked, on their going through Beaconsfield, that there would be a good deal more to pay, and he replied that he could not tell how much. He did not remember telling Mr. Bellios that there would be a considerable amount more to pay. He had no recollection of ever giving Mr. Bellios the vaguest intimation as to what the extra expense would be. It had never struck him as possible that Mr. Bellios would have refused to go on with the work if by the end of November he had found out that he was likely to be liable for a considerable expense. It was he who pointed out to Mr. Danby what alterations the Government required to be made. He read over the report subsequently sent in by Mr. Danby, which report dealt with all the alterations mentioned by him to Mr. Danby and estimated the cost at \$6,000.

The further hearing was adjourned.

JAPANESE OPINION OF LORD BERESFORD'S SPEECH.

The *Japan Times* says Lord Charles Beresford's speech at the banquet given in his honour by the Japan Oriental Association and the Tokio Chamber of Commerce, was eagerly and attentively listened to, with frequent cheers, by those acquainted with English, who formed a large proportion of the audience. For the benefit of those not able to follow the speech in the original, the address was afterwards ably presented in Japanese by Mr. Ichihara of the Bank of Japan. At the conclusion of the speech Prince Konoye turned to Lord Charles Beresford and on behalf of all assembled expressed their sincere thanks for the great honour and benefit conferred upon them by his able and valuable speech, which had been warmly appreciated by all present and would be warmly appreciated by the public at large when they read it in the press. From what he had been able to gather from the instructive speech, he thought his Lordship had been individually successful in his inquiries into the condition of things in the Far East. He hoped, all present hoped, most ardently that, on his Lordship's return to his great country, the valuable information he had been able to gather in his travels out in the East would bear fruit, and that the views with which he had favoured them would be carried out in practice. In conclusion he expressed the hope that the relations of the two nations, which had common interests and common duties, might become closer and firmer through the presentation of Lord Beresford's views to the enlightened people of Great Britain—views which were so fair, so just, and so conducive to the cause of peace and civilization. Lord Charles Beresford, in thanking Prince Konoye, remarked that he was glad to know from his address that his views were appreciated and shared by the audience, and assured his hearers that on his return he would make it his duty to let his countrymen know the views and sentiments of the Japanese nation. At the instance of Prince Konoye, a *lusty Hansei* (ten thousand years) was given by the assembly for the distinguished guest of the evening. It was after midnight when the meeting dispersed. Our Tokio contemporary says, everybody was highly satisfied with the great success of the function and adds that it will be remembered for many years to come.

A DISASTROUS FIRE AT NAMBA STATION ON THE NANKAI RAILWAY.

On the 23rd ult. at about 3.30 a.m., a fire broke out in the goods shed at Namba Station of the Nankai Railway, situated at Rokubancho, Namba Shichii, Minami Ku, Osaka. The flames were not got under control until two engines, a newly built platform, two engines, 15 passenger cars and 16 cars had been wholly or partially destroyed. The station is situated in a densely populated district and the tumult for a time was indescribable. The Meigetsu, a large tea-house, one of the most noted restaurants in Osaka, was only separated from the shed where the fire originated by a very narrow road, and immediately behind the Meigetsu is the Yumebu, a theatre. If these large buildings had taken fire, it is more than probable that the flames would have spread to the overcrowded brotherly quarters of Namba, Shichii which are not more than two minutes' walk from the station. Luckily there was no wind at the time, and the firemen succeeded in keeping the flames within the station compound.

The entire area of the buildings consumed comprised 539 *tsubo*, which means a loss of about 10,000 yen. The damage to the two engines was not very serious. The passenger and freight carriages too were only partially consumed. The goods lost consisted of about 40 *kohi* of rice, 18 tons of cotton, 18 tons of oranges, etc. in practice. The loss of the goods was not covered by insurance. The engines destroyed are said to belong to the Sanyo R.R. Co., while some of the passenger and freight cars belong to the Iga R.R. Co.

As regards the origin of the fire, nothing is known definitely. But one of the parties that has been examined by the Police authorities says that there is ground to believe that it originated in a fire made by some coolies, near the goods shed. It is thought that some coolies may have got into the station. Mr. Matsunaga, Chairman of the Nankai Railway, and Mr. Nakagawa, Mitsunaga, Managers, were present during the fire, and did much to restore order. Thanks to their efforts the third train of the day was able to start as usual at 7 a.m. The two earlier trains had to be withdrawn. —*Kobe Herald*.

LORD CHARLES BERESFORD AT YOKOHAMA.

Kobe, January 26th.

On Monday evening Lord Charles Beresford was the guest of the British community of Tokyo and Yokohama at a dinner at the Oriental Hotel. Mr. W. F. Mitchell (Messrs. Samuel Samuel & Co.) occupied the chair, and there was a large and representative gathering.

The Chairman, in proposing the health of "Our guest, Lord Charles Beresford," said that his Lordship's visit had been postponed for a few months he would have found the foreign community quietly settled down under Japanese jurisdiction. He said quietly, because he believed it was the desire of the Japanese Government that foreigners should be fairly and liberally dealt with—(hear, hear)—and he was sure that it was their wish that foreigners should feel as little as possible the loss of the laws and customs which they were used to. Referring to the progress in trade made by Japan, he said they could not overlook the fact that a great deal of this advancement was owing to foreign enterprise. Facilities for re-export were, however, unfortunately in a very primitive condition, and if Japan wished to maintain her trade she must pursue a liberal policy in this respect. For the development of the country, foreign capital was required, but he did not think it would be forthcoming until aliens were allowed the absolute right of ownership of land. (Applause.) The Chairman also referred to the taxation of capital, and said he hoped that the methods which the Japanese Government contemplated for increasing taxes and raising money would not, at any rate, be placed upon capital. As British merchants they were largely interested in the advancement of Japan, and would do all they could to contribute to her prosperity.

Lord Charles Beresford, in thanking the company for the kind way in which they had drunk his health, began by explaining the reasons that had brought him to the Far East. Turning to the question of the new Treaty, his Lordship, according to the report in the *Japan Mail*, said:—Sir, in your remarks, which I thought were so conciliatory and so fair with regard to altering conditions in this country, I was delighted to hear you say that, especially, the British were going to enter into it with a sentiment, or wish, that it should go smoothly, and as far as they can, they will try to make it go smoothly. After all the British are celebrated for respecting law and order (hear, hear). In the remarks I ventured to make the other night, to which you call attention, I pointed out to one or two things which I knew my countrymen felt keenly here, and which I knew they felt keenly at home. But I did it in terms which I hope every one of my fellow countrymen here, and more particularly the Japanese—because after all we are in a foreign country; it does not belong to us, remember—(laughter)—that the Japanese seeing the respectful way that I called attention to it, which after all is only due to a foreign country—is only due to those under whose rule we live here—that in the way I presented it, they would take the matter into consideration in future and see that something were done. In the case of the law, something of a reciprocal nature certainly, as far as the English and Americans go, I ventured to point out that, as they are the majority of the foreign community, possibly if there are such persons found that may have to go to prison—(laughter)—those persons will be in the majority so far as Americans and English are concerned. (Laughter)—but I hoped and trusted further that the Japanese Government, if confined, by something similar to prisons, if they are in England and America, where we always hold that a man is innocent until he is proved guilty—(hear, hear)—and not that he is guilty until he is proved innocent.

And I also made, Sir, some remarks relative to the land, which I endeavoured to make in the same conciliatory tone, but as I have made those remarks it is no use repeating them, but what I am delighted to see is that you and this great assembly of my fellow countrymen approve of what I said in that speech generally. (Hear, hear, and applause.) That I need not say has given to me the most intense satisfaction. In your remarks you made an observation as to Japan being the future distributing point of this great ocean. That I believe is as assured as anything can be assured in this world. And you made some remarks relative to capital and other points. But I would say with great respect, though I sympathize undoubtedly with your view, that this country cannot do everything at once. This country has gone forward by such leaps and bounds in the direction of progress that I have every faith that those points that you called attention to will be looked into in the future, and if they are brought before the Japanese Government in the same manner that you spoke, and more in the nature of argument than in a dictatorial character, I am perfectly certain that all will be smooth and that things will go as you would wish them to go.

Lord Charles went on to refer to the necessity for closer sympathy between the naval and mercantile marine, and concluded his speech with an expression of his appreciation of the kindness and courtesy with which he had everywhere been received.

He then, by the courtesy of Governor Asada, and Mr. Ozaki Kakei, Chairman of the Japanese Chamber of Commerce, were also drunk. The latter in responding said that with reference to the new condition of things after July, when mixed residence, etc., would prevail the position of Japan would be that of an inexperienced bride receiving the bridegroom. Japan was anxious for the regard of Great Britain and only too conscious of its shortcomings. They hoped, therefore, that their faults would be condoned, and their inexperience borne with, and that Great Britain would continue to impart that tuition and education which began in their infancy, so that they might be thoroughly competent to carry out the duties assigned to them. (Loud applause.)

The proceedings terminated shortly after midnight. —*K. Chronicle*.

THE POPE AND THE AMERICAN CATHOLICS.

ROME, December 29th.

It is stated that the Pope has addressed to Cardinal Gibbons, Archbishop of Baltimore, a letter dealing with the development of American Catholicism, and in particular, with the doctrines enunciated in the biography of Father Hecker, founder of the Paulist order. The more strictly orthodox ecclesiastics in Rome have long deprecated the American tendency to apply democratic ideas to the administration of the Catholic Church, and to admit a certain degree of individual freedom of conscience. On this account a determined, and all but successful, attempt was made last summer by the Jesuits to place the life of Father Hecker upon the Index. The attempt was thwarted by the action of the Pope in taking the matter out of the hands of the Congregation of the Index and in appointing a commission of cardinals to inquire into the question. The present letter to Cardinal Gibbons is believed to contain a guarded form of a warning to Liberal Catholics not to overstep the bounds of Roman Catholic dogma and discipline. Its publication is awaited with deep interest. —*Times*.

BRITISH TRADE IN 1898.

That during the past year the imports into Great Britain should have largely increased while the exports decreased in scarcely a satisfactory condition of her trade. Great Britain largely imports raw materials, such as cotton, hides, wool, skins, metals, timber, &c. and exports manufactured articles. For British industries to be in a flourishing state the exports should therefore increase in proportion to the increase in the imports. Of course, it is a satisfactory feature if the imports for home consumption increase as it indicates that the purchasing power of the inhabitants of the United Kingdom is greater and that the people have, therefore, grown more prosperous, but a falling off in exports must mean that British trade is being supplanted in some of the markets of the world or that British industries are not prospering. The decrease in exports in 1898 may have been due to special causes which did not affect the general trade, such as the strike in the coal mines of South Wales, which largely reduced the exports of coal from Great Britain. Foreign journals write glibly of the desirability of our rivals combining to ruin British trade. They do not realise that foreign countries may in the future be able to compete with us in the production of goods which are not exported to Great Britain which was not the richer for the large increase in the imports into the United Kingdom in 1898. With the ruin of British trade the destruction of the trade of not a few of our rivals would be accomplished. Year by year the commercial interdependence of nations is growing more and more apparent to them and this, if anything, may induce them to accept the peace proposals of the Tsar and beat their swords into ploughshares and their bayonets into pruning knives.

MANILA TOBACCO.

Tobacco is grown over Luzon and the neighbouring islands, but the very best comes from the two large provinces of Cagayan and Isabela in the extreme north-eastern part of the island. Here the land suitable for it is now all occupied. The cultivation of the plant requires little labour. The men of the household usually perform the tillage, and the women and children the rest of the work. Rather less than half of the crop is sent out in the leaf, and this goes largely to Spain and other European countries. The remainder is made up into cigars and cigarettes, two-thirds of which are consumed at home, and the remainder exported, chiefly to the neighbouring countries of continental Asia and Japan. In 1893, about 11,000 tons of leaf were exported and near 1,000,000 of cigars.

THE CARLISTS.

MADRID, December 28th.

The *Liberal* says that the Carlists, having failed to raise a loan abroad, are now trying to obtain one in Spain. The journal goes on to describe a number of Carlist agents who yesterday made endeavours to negotiate bonds of a loan to Don Carlos in Madrid. —*Reuter*.

ANGLO-GERMAN RELATIONS.

THEIR COMMERCIAL CONVENTION.

The commercial relations of the British Empire and Germany are at present regulated by a provisional arrangement of a new treaty of commerce, which is likewise accorded to imports from all British colonies and possessions with the exception of Canada. Since last August, Canada has been excluded from the most-favoured-nation treatment. In Germany, it is felt that the great importance of German commercial relations with the British Empire render it very desirable that a definitive agreement in the form of a new treaty should be concluded as soon as possible. According to German statistics, the value of the goods imported by Germany from Great Britain and the British colonies in 1897 amounted to 995,000,000 marks. The value of German exports to Great Britain and her possessions amounted to 820,000,000 marks. The total amount of Anglo-German trade was, therefore, valued for 1897 at 1,815,000,000 marks, or about 22 per cent. of the whole foreign trade of Germany.

The *National Zeitung* says that the common interests of England and Germany are to a small extent in the sphere of commercial policy. The export interests of Germany coincide with those of England at two points—in China and in that portion of America which does not belong to the United States. The statistics of the imports of British India show the extent to which trade can be developed in an Asiatic country when it has been opened to civilization. The amount of these imports per head of the population is three or four times as great as the corresponding figures for the treaty ports of China. That Germany should play the part of a conquering power in China is, according to the National Liberal organ, out of the question. It is therefore, imperatively incumbent upon the German Government to see that China does not become subject to other Powers which would desire to surround their acquisitions by a wall of prohibitive tariffs. The interests of English commerce are in this case identical with those of Germany. The open door and equal rights for all nations are, therefore, the policy which German trade requires. It would be a matter for congratulation if the United States and Japan joined in exercising their influence with the same object.

DON CARLOS.

Venice, December 25th.

Don Carlos authorize me to deny the reports telegraphed from Rome to a London newspaper to the effect that he is in ill-health, that he contemplates abdicating in favour of Don Jaime, and that he has been refused an audience of the Pope. As a matter of fact, Don Carlos enjoys perfect health and may be seen walking with the Duchess of Madrid in Saint Mark's Square every afternoon. With regard to abdication, Don Carlos desires me to state that he is resolved more than ever to fulfil his role to the end. It is not true that he has sought an audience of the Pope and that his Holiness has refused to grant him one; he asked nothing of the Vatican, and consequently, has received no refusal. Don Jaime is with his regiment at Warsaw. —*Times, Cor.*

PLAGUE.

CALCUTTA, January 10th; 10.8 a.m.

The following is the summary of plague for the past week—There was a rise in the mortality in Bombay City of 148 to 168 and a slight fall in the districts. Dharwar showing the greatest fall. The Madras Presidency remained stationary and plague continues to decline in the City and Station of Bangalore, but the deaths in Mysore rose from 109 to 159 and in the State from 75 to 109. The epidemic continues prevalent in Lingaraj district, Hyderabad State and Wardha district. The Central Provinces remains unchanged.

HEAVY DAMAGES.

On the 20th instant, judgement was given in Singapore in a case in which the plaintiff claimed \$20,000 compensation for the drowning of Mr. and Mrs. Anderson in the capsizing of the *Sri Hong Ann* in June last, the contention being that the ship was unseaworthy through the fault of the owners. The Chief Justice in summing up said that the defendants or their servants had been guilty of a breach of statutory duties, a serious form of negligence, by carrying too many passengers on the awning deck; He therefore granted damages to the extent of \$15,000.

GERANY AND THE "OPEN DOOR."

Lord Charles Beresford, in his address to the Tokyo Chamber of Commerce on the 20th inst. made some interesting remarks with reference to Germany's attitude on the "open door" question. He said: "There was a remark made to me that Germany had not quite agreed to this point, or rather her action would incline one to believe that she would wish to take territory. I rather demur to that. Germany may in the interests of her nation have thought it proper to have land in all nations that she most definitely declared to all nations that Kiao-chau shall be an open port, and that the territory she has at present shall be open to all nations. That is a definite and declared understanding of Germany between all the other nations. Therefore I cannot see that any objection should be made to Germany joining the other nations I have mentioned or rather which I shall mention now, viz., Great Britain, Japan, Germany, and America. The policy of the open door is not a selfish policy. It is a most unselfish policy, because it means a fair field for all nations to all nations and that all nations should trade as they think fit without tariffs, in the great Empire of China." —*Kobe Chronicle*.

HOW DISASTER WAS ESCAPED AT OMDURMAN.

There is a very interesting article by Major-General Frederick Maurice, C.B., R.A., on Omdurman in the *Nineteenth Century*. He protests against the way in which the importance of the battle has been minimized. It was a notable victory, he declares—and proceeds to prove it.

I doubt if Henry the Fifth before Agincourt, during the famous night of vigil which Shakespeare has brought home to us, or Wellington just before Salamanca, when Marmont had outmarched and out-fought him, had more cause to be "deeply disgusted" than had Lord Kitchener on the night which preceded the battle of Omdurman. I believe that I know the views of not one only, but of all those who were in a high responsibility that night, and though I am not aware that they have had on this subject any consultation with one another, I find them all agreed that, had the Dervishes attacked the camp during the hours of darkness, it was an unproven thing whether they would or would not have succeeded in forcing their way in. Had the enemy succeeded at any point in getting within the lines, all the chances were in favour of their complete triumph. They would almost certainly have driven the whole army into the river. They were at least two to one. At close quarters better fighting-men than these fanatics could not be. Our superior armament would have been almost useless. Firing in night-fighting is a very dangerous game. As know from practical experience, what happens when an enemy gets inside your formation. Friend kills friend, comradely orders are given, bugles are sounded, to everyone's confusion. All is dark and dust. The roar of animals and shrieks of dying and wounded, the clamour of natives and shrill yells of the enemy, curses and prayers, make a babel of confusion and horror. We were spared all this by the enemy waiting for the light.

Why did they wait? First, because the Sirdar had arrived a week before his time; second, because he had given it out that he would himself attack during the night. The Sirdar was a week before his time in order that it should be full moonlight. The Khalifa was successfully hoodwinked because, owing to the moonlight, the only time during which the Sirdar could be expected to attack was the dark interval before the dawn. The Khalifa waited through the night for this short period of darkness. On discovering at last that no attack was intended, he had lost his opportunity of taking the offensive before day broke. His famous onslaught on the Anglo-Egyptian forces was made, therefore, in the full light of the morning; and his army was delivered into the Sirdar's hands, to be ground with pitiless precision to pieces. As one of the leading actors in the great fray said to Major-General Maurice:—"So long as the enemy came on in daylight I had no fear. But my conviction till I die will be, that if he had attacked us in the dark before dawn with the same bravery with which he attacked us next day by daylight, we should have been pierced, divided, broken, and rolled into the river."

But instead of another worse than Hicks's disaster it is "Lord Kitchener of Khartum," a month or two of banqueting the Khalifa a wanderer, and a £100,000 Gordon Memorial College Fund.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on ten years' observations to 1893.

Barometer..... 29.818
Thermometer..... 60.1
Humidity..... 77
Rainfall..... 8.58

TO-DAY.

WEATHER REPORT.

On date at..... On date at.....

Barometer..... 30.25..... 30.15

Thermometer..... 60..... 60

Humidity..... 61..... 63

Rainfall..... —..... —

TO-DAY.

Wednesday, 1st February, 1899.

(St. Bridget.)

Chinese—21st of 12th moon of 25th year of Kwang-ti.

High water—Afternoon..... 0hr. 16min.

Low water—Morning..... 0hr. 12min.

Afternoon..... 0hr. 0min.

ANNIVERSARIES.

1814—Great eruption of Mayon Volcano in Philippines.

1841—Inhabitants of Hongkong declared British subjects.

1843—Foundation stone of Masonic Hall laid.

1878—Armed attack by Chinese robbers on Ap-lichow.

1895—Wei-hai-wei ceded captured by the Japanese.

1897—Chinese Imperial Post Office opened.

SHIPPING AND MAIL NEWS.

MAHIA DUE.
English (*Coromandel*) 4th inst.
American (*China*) 5th inst.
Tacoma (*Pacific*) 5th inst.
Indian (*Saskatchewan*) 6th inst.
German (*Sachsen*) 8th inst.
American (*Doric*) 14th inst.
American (*Nippon Maru*) 22nd inst.

THE P. & O. S. N. Co.'s steamer *Shanghai*, left Bombay for this port yesterday morning, the 31st ultimo.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.G.M.S. *Kater*..... at Kowloon Dock.
H.G.M.S. *K. A. A.*..... "
Isa de Cuba..... "
Isa de Luzon..... "
Monmouthshire..... "
Beechdale..... "
St. Enoch..... "
Albatross..... "
D. Juan d'Austria..... Cosmopolitan

PASSED THE CANAL.

Outward—Jan. 3rd *Trieste, Serbia*; Jan. 6th *Glenagarry, Silesia, Nerite*; Jan. 10th *Menelaus, St. Andrews, Eolus*; Jan. 13th *Lia, Hatching, Hansa, Huren*; Jan. 17th *Reiniger, Formosa, Moyune, Survia, Sachsen*; Jan. 20th *Caladonia, Konigsberg*; Jan. 27th *Canton, Troll*.
Homeward—Jan. 27th *Ernst Simons, Sumatra, Marquis Badgwick, Priam*.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TANSUI.

THE Company's Steamship

"FORMOSA."

Captain Milroy, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at 4 p.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 1st February, 1899. [149a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHITLI."

Captain Newcomb, will be despatched as above TO-MORROW, the 2nd February, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st January, 1899. [147a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"PATHAN."

will be despatched as above on or about the 2nd February.

S.S. "SIKH".....About 24th Feb., 1899.

S.S. "ARCYLL".....11th Mar., 1899.

For Freight or Passage, apply to DODWELL & CO., LIMITED.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU."

Captain Moore, will be despatched as above on SATURDAY, the 4th February, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th January, 1899. [104a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS."

Captain Hannah, will be despatched as above on TUESDAY, the 7th February, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th January, 1899. [129a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain Trotter, will be despatched as above on or about the 20th February.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 6th January, 1899. [25a]

FOR NEW YORK (DIRECT).

THE Steamship

"KENMORE."

Captain Ellis, will be despatched for the above Port on or about the end of February.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th January, 1899. [10a]

To be Let.

TO LET.

SEMI-DETACHED VILLA: RESIDENCES on Bowen Road (now in course of erection).

PROPERTY now occupied by the Bowring Saw Mills.

FLOORS in STATION and ELGIN STREETS.

"BAHAR LODGE."

No. 4, RIPLEY TERRACE.

"HARFORD," MAGAZINE GAP. Comfortably furnished.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 31st January, 1899. [12]

Hotel.

WINDSOR HOTEL.

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Terms.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1899. [11]

Intimations.

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TO-MORROW, 2nd Feb., at 4 P.M.
FUTAMI-MARU.....	NAGASAKI, MOJI, KOBE and YOKOHAMA.	Tuesday, 7th February, at 4 P.M.
MIKE MARU.....	KOBE and YOKOHAMA.	Thursday, 16th February, at 4 P.M.
TOSA MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	Thursday, 16th February, at 4 P.M.
SAGAMI MARU.....	SHANGHAI, CHEMULPO and NAGASAKI.	Friday, 17th February, at 4 P.M.
KAGOSHIMA MARU.....	SINGAPORE, COLOMBO and BOMBAY.	Tuesday, 21st February, at Noon.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	Friday, 24th February, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Hongkong, 30th January, 1899.



SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT & ORANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

MITSUI BUSSAN KAISHA. KUHN & KOMOR.

No. 6, Ice House Street, Praya Central.

Head Office: TOKIO.

Branch Office: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG, and all Ports in JAPAN.

Agents: Mitsui Coal Mines, Ohnuma Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagatuchi Cotton Spinning Mill, Japan, The Mike Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896.

JAPANESE FINE ART CURIOS,

31 & 33, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

35, DIVISION STREET, KOBE,

Hongkong, 15th March, 1898.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 8, Queen's Road Central,

Hongkong, 4th January, 1899.

F. CAZANOVE,

BO-D-AUX,

GOLD MEDALS

Bordeaux, 1892. Paris, 1899.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This liquor is employed with

success to cure the FURORS

of the STOMACH and FACILI-

TATE the DYSPEPSIA.

Tonic Wine

Of the Rev. Father A. KERMANN

M. K. ELVA of Dr. G. G. G.

CREME-DE-MANDARINE.

ATHINE ASSETTE SUPERFINE.

Apply to Messrs. DODWELL & Co., LIMITED,

Agents for LAENDLER & Co., Paris.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS.

The CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 16th January, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

THE Steamship

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 7th February, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

EYE-SIGHT.

MR. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at FLETCHER & Co.'s PHARMACY, (Opposite the HONGKONG HOTEL).

Business Hours: 9 a.m. to 5 P.M.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes, the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[58a]

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

Mails.



HAMBURG-AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
D. RICKMERS	HAVRE, HAMBURG/BREMEN.	4th February.	Freight and Passage.
*SARNA	(LONDON with transhipment in HAMBURG) HAVRE, HAMBURG/BREMEN.	About 15th February.	Freight and Passage.
Ehlers	(LONDON with transhipment in HAMBURG) HAVRE, HAMBURG/BREMEN.	About 10th March.	Freight and Passage.
SILESIA	(LONDON with transhipment in HAMBURG) HAVRE, HAMBURG/BREMEN.	About 20th March.	Freight.
Hehrens	(LONDON with transhipment in HAMBURG) HAVRE, HAMBURG/BREMEN.	About 31st March.	Freight.
SUEVIA	(LONDON with transhipment in HAMBURG) HAVRE, HAMBURG/BREMEN.		
Foerck	(LONDON with transhipment in HAMBURG) HAVRE, HAMBURG/BREMEN.		
WITTENBERG	(LONDON with transhipment in HAMBURG) HAVRE, HAMBURG/BREMEN.		
Malsen	(LONDON with transhipment in HAMBURG) HAVRE, HAMBURG/BREMEN.		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 30th January, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th April, at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 16th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (on sea zero) within one year, will be allowed a discount of 50 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th January, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND-PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen Wednesday | 1st March.

Hagen Wednesday | 29th March.

Prinz Heinrich Wednesday | 26th April.

Preussen Wednesday | 24th May.

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHSEN" Captain H. Supper, with MALES, PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 1st February, 1899.

Printed and published by ETHELBERG, FORBES SKETCHLY, at No. 6, Pender's Hill, in the City of Victoria, Hongkong.

[154a]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan, PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire Feb. 23

Belgian King Mar. 23

Carlisle City April 23

THE Steamship

"CARMARTHENSIRE"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on or about the 25th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 26th January, 1899.

[154b]

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"QUEEN MARGARET"

Fraser, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 23rd January, 1899.

[154c]